

10 INCHES YEAR'S FIRST SNOW

TRAFFIC ABOVE GROUND PUT
BADLY OUT OF JOINT.

A High Wind and the Thermometer at 23
Degrees for the Lowest—Prospect of a
Near Release From the Cold Here
—Had Weather All Over the Country.

The storm that wrought its fantasies on
the architecture and statuary of the town
and clothed its sylvan nakedness in evan-
escent nightgowns, incidentally interfering
with traffic of all kinds except that un-
derground, was of a special kind limited
almost entirely to the metropolitan district.
Tossing out of reach of the spirit of
prophecy. The vagrant low that came
into being in the Lake region would have
been ineffective by itself, but a Southern
born geyser that dipped into the shore
in the neighborhood of Hatteras on Thurs-
day night met the gentle swirl from the
Lake and did it up in a few swift currents
in a spiral arena not more than 200 miles
in diameter. The Southern brawler after
mastering the unassuming Westerner noted
what was left of it seaward to bother the
ships.

While the scrap was going on the feathers
flew faster than in a footfight. The three
inches of snow expected by the prophets,
who did not count on the storm, fell in
a Southern disturbance had fallen long
before dawn yesterday. When it was all
over, about noon, the very respectable snow-
fall of 10.2 inches had been recorded. This
is not so heavy a fall by half an inch as oc-
curred last year on February 4-5, but it
was enough to tax the resources of the
Street Cleaning Department.

An errand which occasionally had the
form of a gale piled up the snow in drifts,
blocking the entrance of houses on the
windward sides of streets and avenues.
The snow was sticky and soft, the tem-
perature being most of the time just below
the freezing point, and the ornamental
and gingerbread work of cornices and
windows looked as if the Irish lacemakers
had been trying their skill on it.

The best guess measured by the anemom-
eter of Forecaster E. H. Emery was thirty-
eight miles from the northwest yesterday
afternoon. Down by Sandy Hook, where
instruments are not so accurate as the
official ones, a gale of sixty miles from the
north was reported just after the snow
ceased.

Some unusual drops of temperature
were reported in the far South. Down in
Jacksonville, for instance, there was a fall
of 22 degrees, the mercury falling 2 de-
grees below the freezing point at 8 o'clock
yesterday morning. This was caused by
the invasion of an area of frostiness
from the West. Another cold wave is on
its heels, and it may be that the orange crop
will get a black eye. The lowest tempera-
ture here yesterday was 23 degrees at
the B. R. T. and the Long Island Railroad.
The railroads in New Jersey, the New York
Central and New York, New Haven and
Hartford roads also ran behind schedule.

The Brighton Beach line in Brooklyn
was out of commission from 8 o'clock until
11 in the morning. On the Williamsburg
Bridge all the cars were stalled for seven
hours, beginning at 2 A. M. and the storm
bound passengers got up a small riot by
way of diversion.

In Manhattan the subway saved the
situation, but the effects of the storm were
felt even underground when snow sifted
through the grating at Fifth street shortly
after 9 o'clock melted and the resultant
water shorted the third rails of both
local and express upbound tracks. Trains
were stalled for half an hour. On the
Long Island Railroad the delay was caused
by a broken schedule during the morning,
caused by ice on the contact rail. A broken
switcher on an early morning northbound
train caused a delay of 15 minutes. Be-
cause most of the passengers on the
train were employees of the company on
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The Street Cleaning Department had
its men at work shortly after 8 o'clock
in the morning for the first tryout of the
plan for snow removal. The plan was
during his brief tenure of office and elab-
orated by Crowell, the present Commis-
sioner. The plan calls for the division
of Manhattan into districts. Each district
is manned by from eight to twelve
gangs of men, which tackle the streets,
in order, according to the plan. The
contractors who have the jobs in various
parts of the town are paid at the rate of
30 cents a square yard for all snow removed.
Commissioner Crowell estimated yesterday
that it would cost the city between \$100,000
and \$150,000 to clear the streets of the
present snowfall.

Contractors in charge of the work of snow
removal in seven of eleven districts in Man-
hattan said late last night that 6,000 loads
of snow had been carted off from the city
since the morning of the storm. The work
was confined to the section below Fourteenth
street. The greatest effort was made to
clear Broadway and the main thorough-
fares. Two mail wagons were stuck in East
Side drifts. One, apparently empty, was
stalled near Seward Park; the other, heavily
loaded truck, left the post office for the
Grand Central station at 8 o'clock. Three
hours later it reached West and Centre
streets, where it stuck in huge drift and
the driver gave up the fight.

COLD GALE AT HATTERAS.

South Atlantic Coast Swept by Storm That
Is Hard on Shipping.

NORFOLK, Va., Jan. 24.—With the tem-
perature down to 22 and the wind blowing
forty miles an hour at Cape Henry and
fifty-eight miles at Cape Hatteras, the
Virginia and North Carolina coasts were
today swept by a gale only the second in
severity of the present winter. A blinding
snowstorm accompanied the gale and drove
craft at sea off rather than on shore. Sailing
and other vessels caught in the storm suf-
fered. No report has been made yet of any
casualties.

The temperature dropped last night from
33 degrees to 22, and the predictions are
that the mercury will drop to 18 degrees
at Norfolk to-night.

A ROUGH NIGHT ON THE SOUND.

Many Vessels Forced by Heavy Gale to
Seek Shelter.

NEW LONDON, Jan. 24.—Many of the
steamers plying between New York and
eastern ports were forced to seek shelter
here from the blizzard that raged last
night. The Fall River Line steamer Providence
came into the harbor about 5 o'clock

after a wild night on the Sound. Her 400
passengers were scared. It was decided
to make New London the port of refuge.
The Providence was the first of the
covered that one of the dukes of the star-
boarded steamer was broken. She was
doomed to a special train of eight
cars was soon conveyed to the hotel pas-
sengers to Boston. Among the other steam-
ers seeking shelter were the Kennebec, the
Maine, and the Edgemoor. Light-
house Keeper Field reported a Portland
Line steamer anchored off Fisher's Island
during the day. The steamer Maine, from
New York, arrived at 3 o'clock this after-
noon after battling with the tempest since
her departure from New York yesterday
afternoon.

DAMAGE AT CONEY ISLAND.

Waves Sweep Away Part of the Sea Wall and
Wash Into Buildings.

Coney Island was pretty much shut off
from the rest of the world yesterday on ac-
count of the storm. The Smith street and
Culver lines were the only ones which ran
cars through. The trains on the Brighton
Beach line ran only to King's Highway and
those on the West End line to Ulmer Park
only. No cars at all were run on the Sea
Gate and Sheepshead Bay lines or on the
Thirty-third street ferry line.

The storm did several thousand dollars
damage to buildings along the Coney
Island waterfront. The waves carried
away the sea wall at the foot of Ocean
boulevard and the water crossed Surf
avenue, reaching the Hotel Ritz-Carlton. There
is four feet of water in the cellar of the
Hotel Ritz-Carlton, which is just opposite
the park. Much of the hotel furniture is
strewn in the basement.

Some of the cottages at Sea Gate were
undamaged by the waves and the police
fear that great damage may be done to
the hotel if another strong wind springs up.
The steps from Balmer's bathing pavilion
to the beach were carried away completely
and there was slight damage also at
Brighton Beach, the Manhattan and the
Oriental beaches.

TWO STORMS HIT PHILADELPHIA.

Ten Inches of Snow Ties Up Traffic—Atlantic
City Line Blocked.

PHILADELPHIA, Jan. 24.—Borne on a gale
of wind two snowstorms, one from the
west and the other from the south, met over
the city last night and had their effect
in their grasp. The meeting of the storms
caused almost a blizzard. Ten inches of
snow lay on the ground at noon to-day.

Train service on the Atlantic City and
Camden lines, and both the Pennsylvania
Railroad and the Philadelphia and
Reading Railroad was at a standstill
this morning, and electric trains from
Atlantic City did not start until 12:30 p. m.
last night did not arrive until late this morn-
ing. Telegraph service was also badly
crippled.

The storm tied up many vessels on the
Delaware River and delayed all shipping
and from this port. Communication with
the breakwater was cut off for a while.

The Steamboat John H. Starin Has a Storm
Experience on the Sound.

The snow was so blinding in the course
of the Starin Line steamboat John H.
Starin, bound from New Haven for this
city, that the pilot was unable to see the
off Willets Point, in the Sound, late on
Thursday night. She dragged in the gale,
the holding ground being soft mud, and
the ship was stuck in the mud. Her crew
were landed in small boats and sent to the city by train.
She was hauled off in the afternoon un-
damaged and proceeded to her dock.

ARRESTED AS HOTEL THIEVES.

Man and Woman Taken In—She Worked
as Chambermaid.

Headquarters detectives believe that
several recent hotel robberies may be
cleared up as the result of the arrest in this
city yesterday of a man who said he was
James S. Long of Detroit and a woman who
described herself as Carrie O'Neil of Roch-
ester.

Long is a prosperous looking, middle
aged man. He appeared at the Alabama
Hotel, 15 East Eleventh street, on January 19
last, and he had been asked to drop anchor
at the hotel. The first day he was there
he was there a big kick to the clerk
because he hadn't been called at 7:15 o'clock
in the morning. He had a broad smile
on his face. He had a broad smile
on his face. He had a broad smile
on his face.

On Thursday one of the men servants
noticed Carrie O'Neil talking on familiar
terms with Long in his room. Long was
called down to the office by the chief
detective. He became highly indignant and
announced that he wouldn't stand for any
insults about his private life. He demanded
his bill and peeled off four or five yellow-
backs from a big roll with a flourish.

The maid who had been in the hotel
soon after Long. About an hour later
Mrs. Harold B. Miller and Mrs. M. B. Gibbs,
sisters in the house, were making a big fuss
about the delay. They were making a big
fuss about the delay. They were making a
big fuss about the delay.

The detectives found Long in the café,
where he was waiting for a call from one
of his friends. The Detroit man didn't know
then what had happened to his trunk. The
detectives followed him to a small hotel in
Carrie O'Neil's room. He was locked up
at Headquarters and the woman was de-
tained at the Tenderloin station.

The Weather.

The disturbances central over the Lake region
and on the south Atlantic coast on Thursday joined
on the New England coast yesterday, causing
some rain in that section. Elsewhere generally
fair weather continued.

The high pressure with its accompanying
calm was central over the lower Mississippi
valley, causing declines in temperature of 10 to
25 degrees between the middle and lower Mis-
sissippi valley and the Gulf coast.

Freezing weather reached northern Florida
and covered the Gulf coast to New Orleans.
The temperatures were lower at all points east
of the Mississippi except in the upper Lake region,
where it was warmer.

It was warmer also over the West and North-
west. This city snow fell during Thursday night
and Friday morning; clearing in the afternoon;
colder; wind high northwest; average humidity,
70 per cent; barometer, corrected to read to sea
level, at 8 A. M., 30.3; 3 P. M., 30.31.

The temperature yesterday, as recorded by the
official thermometer, is shown in the annexed table:

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9 P. M. 25°; 10 P. M. 25°; 11 P. M. 25°; 12 M. 25°;
1 A. M. 25°; 2 A. M. 25°; 3 A. M. 25°; 4 A. M. 25°;
5 A. M. 25°; 6 A. M. 25°; 7 A. M. 25°; 8 A. M. 25°;
9 A. M. 25°; 10 A. M. 25°; 11 A. M. 25°; 12 M. 25°;
1 P. M. 25°; 2 P. M. 25°; 3 P. M. 25°; 4 P. M. 25°;
5 P. M. 25°; 6 P. M. 25°; 7 P. M. 25°; 8 P. M. 25°;
9 P. M. 25°; 10 P. M. 25°; 11 P. M. 25°; 12 M. 25°;
1 A. M. 25°; 2 A. M. 25°; 3 A. M. 25°; 4 A. M. 25°;
5 A. M. 25°; 6 A. M. 25°; 7 A. M. 25°; 8 A. M. 25°;
9 A. M. 25°; 10 A. M. 25°; 11 A. M. 25°; 12 M. 25°;
1 P. M. 25°; 2 P. M. 25°; 3 P. M. 25°; 4 P. M. 25°;
5 P. M. 25°; 6 P. M. 25°; 7 P. M. 25°; 8 P. M. 25°;
9 P. M. 25°; 10 P. M. 25°; 11 P. M. 25°; 12 M. 25°;
1 A. M. 25°; 2 A. M. 25°; 3 A. M. 25°; 4 A. M. 25°;
5 A. M. 25°; 6 A. M. 25°; 7 A. M. 25°; 8 A. M. 25°;
9 A. M. 25°; 10 A. M. 25°; 11 A. M. 25°; 12 M. 25°;
1 P. M. 25°; 2 P. M. 25°; 3 P. M. 25°; 4 P. M. 25°;
5 P. M. 25°; 6 P. M. 25°; 7 P. M. 25°; 8 P. M. 25°;
9 P. M. 25°; 10 P. M. 25°; 11 P. M. 25°; 12 M. 25°;
1 A. M. 25°; 2 A